

BORROWING & LENDING, carried on with the best credit and under European supervision.
THE "DAILY PRESS" OFFICE
Always pronounced equal to home work and prices very moderate.
PRINTING OF ALL KINDS OF THE most moderate prices at
THE "DAILY PRESS" OFFICE.
All proofs are read and all work superintended by Gaschmann. Always equal and generally superior to that done anywhere else. Estimates given.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,256.

一月六日三十二精光

HONGKONG SATURDAY, JULY 10th, 1897.

六

一九零七年七月廿九日

PRICE \$2 PER MONTH

NEW ADVERTISEMENTS

TO-NIGHT! TO-NIGHT!
AND EVER-EVENING.

A SERIES OF SEA TRIPS.

The Commanding New Steam Launch
"KWONG-LEE".

Will leave Pedder's Wharf

AT 5.30 P.M. AND 8.45 P.M.

REFRESHMENTS to be obtained on board.

Special arrangements can be made for private parties.

Prices to suit the times, \$1.00.

SAM MARKS,
29, Queen's Road

To whom all business communications should be addressed.

Hongkong, 10th July, 1897.

[1577]

PERSEVERANCE LODGE
OF HONGKONG, No. 1,165.

A REGULAR MEETING of the PER-
SEVERANCE LODGE will be held
at the FEDERAL HOTEL, 1, FRIDAY, the
16th inst., at 9.30 p.m. for Private Visiting.

Brothers are cordially invited to attend.

Hongkong, 10th July, 1897.

[1590]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"THAMES"

FROM BOMBAY, COLOMBO,
AND STRAITS.

Congsignees of cargo by the above-named

vessel are hereby informed that their goods

are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where

cargo consignment will be sorted on my behalf

and may be obtained as soon as the goods

are landed.

This vessel brings on cargo—

From London, &c., ex ss. Arcadia.

From Persian Gulf, ex ss. Padubha,

Simla & Falklands.

Optional goods will be landed here unless

instructions are given to the contrary before

4 P.M. TO-DAY.

All damaged packages must be left in the

Godowns and a certificate of the damage

obtained from the Godown Company within

two days after the vessel's arrival here, after

which no claims will be recognized.

H. A. BITCHIE,
Superintendent.

Hongkong, 9th July, 1897.

[1591]

NOTICE TO THE DIRECTORS.

The Nagasaki Hotel Limited.

Carry Messrs. Hobson, Ringer & Co.

Nagasaki, 10th July, 1897.

[1591]

TO LET.

HOUSES Nos. 3 and 4, DES VILLEUX
VILLAS, PEAK.

HOUSES IN BELFAST TERRACE.

SHOP IN BANK BUILDING, QUEEN'S ROAD.

"BEACONSFIELD"—Offices now oc-
cupied by Messrs. Butterfield & Swire.

Godown from 1st September next.

GODOWN IN DUDDELL STREET.

Apply to

BELLIOS & CO.

Hongkong, 10th July, 1897.

[1592]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI DIRECT.

THE Company's Steamship.

"TAIWAN."

Captain Pearce, will be despatched as above on

MONDAY, the 12th instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th July, 1897.

[1583]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND
HAMBURG.

THE Company's Steamship.

"RADNORSHIRE."

Captain F. Davies, will be despatched for the

above ports on or about the 12th inst.

For Freight or Passage, apply to

SHEWAN, HOMES & CO.,

Agents.

Hongkong, 10th July, 1897.

[1583]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"HAIRMAN."

Captain Bathurst, will be despatched for the

above ports on TUESDAY, the 13th inst., at

NOON.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, 10th July, 1897.

[1584]

THE CHINA MUTUAL STEAM NAVI-
GATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND
SINGAPORE.

THE Company's Steamship

"MOYUN."

having written from the above ports. Consignees

of cargo are hereby informed, that their goods

are being landed at their risk in the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Kowloon, whence delivery

may be obtained.

All broken, chafed, and damaged Goods are

to be left in the Godowns where they will be

examined on FRIDAY, the 16th inst., at

3 P.M.

No Fire Insurance has been effected, and

goods remaining in the Godowns after the

16th inst. will be subject to rent.

Bills of Lading will be countersigned by

HOLIDAY, WISE & CO.,

Agents.

Hongkong, 9th July, 1897.

[1584]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above ports. Consignees

of cargo are hereby informed, that their goods

will be delivered from ship.

Cham impeding the discharge or loading

on and after NOV. 1st of the 10th instant will be

landed at Consignee's risk and expense into

Godown at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHERSON & CO.,

General Managers.

Hongkong, 9th July, 1897.

[1585]

NOTICE TO CONSIGNEES.

PRINTING OF ALL KINDS OF THE

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THE "DAILY PRESS" OFFICE.

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Gaschmann

Telephone No. 12.

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NOTICE TO CONSIGNEES.</p

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONG-KONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Globe, 47, QUEEN'S ROAD CENTRAL. 1897

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure!

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prior, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied at afflition.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAFARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897. [22]

NOTICE TO CORRESPONDENTS
Only communications relating to these columns
should be addressed to THE EDITOR.

Correspondents from their homes and address
with communications addressed to the Editor, not
for publication, as good faith.

All letters for publication should be written on one side only.

No anonymously signed communication that has
already appeared in other papers will be inserted.

Our printer's copy of the paper must be
sent to us in time to allow for correction. For
each hour the supply is limited. Only certified
Telegraphic address—PRESS, A.R.C. Cols.
P.O. Box, 20. Telephone No. 12.

ETH.

At 4, Knutsford Terrace, on the 8th inst., the wife
of Alex. MacKenzie, of a daughter.

1898

The Daily Press.

HONGKONG, JULY 10th, 1897.

While there can be no doubt that the
opening of the West River will lead to a
large expansion of trade in foreign goods, it
is to be feared that, unless strong pressure
be brought to bear in order to secure equal
treatment for Chinese and foreigners, the
latter will very soon be ousted from all
direct share in the business of distribution.
This is what has happened or is hap-
pening at most of the other treaty ports. As
Mr. BRENNAN points out in his recent report,
the importation of foreign goods into China
takes place almost entirely through the British
colony of Hongkong in the south and
through the treaty port of Shanghai; from
these two great entrepôts of the China trade
all the other ports are supplied, and at the
outports the foreign merchant is ceasing to
exist. The Chinese merchant naturally
possesses advantages in his own country,
and so long as those advantages are exercised
fairly no ground of objection exists,
but any attempt to reinforce them
by an unfair discrimination against
foreigners should be resisted to the ut-
most. The opportunity for such resistance
presents itself at Wuchow, where the modus
operandi by which foreigners are to be
eliminated from the local trade has been
made quite plain. A Chinese Company
has been formed to farm the collection
of lekin or kerosine and matches in Kwang-
si, and the same Company is also an im-
porting concern. It is intended ultimately
to extend the Company's operations to piece
goods and other articles of import, but for
the present kerosine and matches alone are
affected. How the arrangement is to be made
to cut the foreigner's throat we will proceed
to show. The Company pays the nominal
sum of \$10,000 per annum for the privilege
of collecting the lekin payable throughout
the province on the two articles mentioned.
On kerosine the lekin is 30 cents per case and on
matches 10 per cent. The import of kerosine
is estimated at 200,000 cases, which should
yield a lekin revenue of \$60,000, and that of
matches also at 200,000 cases, which would
yield a lekin revenue of \$10,000, making a total
of \$100,000, as against the \$10,000 paid by
the Company. To the latter sum must be
added the expenses of collection, and, no
doubt, a division of the profits with the
officials, but after making all allowances
on these accounts it will be seen that an
ample margin must remain which will
enable the Company to sell its own
imports at rates to undercut the foreigner.
The latter has to pay 5 per cent. import
duty, 24 per cent. transit duty if the goods
are sent into the interior, and on kerosine
30 cents per case for lekin, making in all
45 cents, while the Chinese Company
pays simply the 5 per cent. import duty,
say 10 cents, to the Foreign Customs, and
all other charges are covered by the

lemon sum of \$10,000 per annum, no matter
what quantity of goods may be imported,
so that if the estimate of the import of
kerosine and matches is anywhere near
the mark, the amount paid to the Govern-
ment on each case must be somewhere
in the neighbourhood of a quarter, and cer-
tainly much less than half, that paid by the
foreigner. Competition on the part of the
latter is under such circumstances impossible;
there is also a regulation, authorised by the
Government of Kwangsi, by which all goods
must bear a ticket certifying that they have
paid the lekin, and without this ticket goods
cannot be sold. The working of this regula-
tion is such, we understand, as to place
foreigners at a disadvantage, even if the
question of the difference in the duty payable
did not exist. The object of the whole
arrangement is in effect to give to the Chi-
nese company a monopoly of the entire im-
port trade of the province in the two articles
of kerosine and matches, and it is under-
stood that the monopoly will ultimately
be extended to all other classes of
imports. The matter is one, that should command the attention of the
Chamber of Commerce and be strongly
represented to the Government. An analogy
exists between this case and that of the
preferential duties levied on junk borne
goods at Canton. The arrangement may
not for the time being diminish the volume
of the trade, but it shuts out the foreign-
ers from participation in it. Some
time ago a combination was formed at
Pakhoi to shut out a French-line of
steamers from participation in the carrying
trade of that port, but by the prompt
action of the French diplomatic autho-
rities the combination was broken up and
payment of an indemnity for the loss of
business to the French Company
agreed to. A combination to exclude for-
eigners from the distribution trade is
equally illegal, being opposed both to
the spirit and letter of the treaties, and ought
to be broken up as readily. At Canton the collection of lekin on
kerosine is also carried out, but there the
lekin farmers are not themselves importers,
and the tax is levied equally on the oil
imported by Chinese and on that imported
by foreigners. Under those circumstances
we may dispute the legality of the tax in
so far, but, admitting the tax, there is no
complaint to be made as to its incidence.
At Wuchow, on the other hand, not only
may objection be taken to the tax itself
(though the Foreign Powers have unfortunately
given away their case on that point)
but it is grossly unfair in its incidence,
being levied in full on goods in the
hands of foreigners while a powerful
Chinese Company is allowed to com-
pound for it by the payment of a com-
paratively small lump sum per annum and
to secure a monopoly of the whole trade.
The full and complete remedy for such
abuses throughout the whole country would
be to replace the present lekin collectorate
by a foreign administration on the model of
the foreign maritime customs, but as that
is a reform not likely to be secured very
soon the glaring case of Kwangsi ought to
be dealt with at once on its own merits.

To the P. & O. Company, White Star Line,
Cunard, and other shipping Companies who
will be asked to contribute this year the
sum of £18,000. The ships thus subsidised,
and the amount of subsidy for each, are as
follows—Cunard Company, £10,000; P. & O. Company,
Austria and Himalaya, £3,375 each; and
the Adriatic and Victoria, £2,438 each; White
Star Line, Trenton, £2,000; Cunard, £1,500;
and the Canadian Pacific Company will
contribute the collective sum of £7,313 for
the Empress of India, Empress of China, and
Empress of Japan. In addition to these, the
companies engage to hold the following steam-
ships at the disposition of the Admiralty without
further subsidy.—Cunard Campania, Queen
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Star Line, Trenton, £2,000; Cunard,

NOTICE TO CONSIGNEES

"BEN" LINE OF STEAMERS
NOTICE TO CONSIGNEES.

THE Steamship
"BALDER"
FROM ANGLO- LONDON AND
SINGAPORE.

CONSIGNERS of cargo are hereby informed that all Goods are being landed at their risk into the hold of the Kowloon Wharf and Godown Company's Godowns, whence they will be sent from the Wharves delivery may be obtained.

All claims against the steamer must be presented to the Owner before the 20th instant, after which date will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 19th inst. at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be forwarded by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 2d July, 1897. [1563]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

COUNSELLORS of cargo from London or
the East Indies and from Havre or
Le Havre and from Bordeaux or s.s. Ver-
temore and Ville de Cotte, in connection with
their Steamer, are hereby informed that their
Goods are being landed at their risk into
the Godowns of the London and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where delivery may be obtained
immediately.

Optional cargo will be forwarded on unless
intimation is received from the Consignees
before 11 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by
the Undersigned.

On arrival a written notice of
the arrival of the steamer will be sent to
the Consignees, and they will not be
recognized.

All Damaged Packages will be examined on
TO-DAY, the 12th inst., at 4 P.M.

No Fire Insurance has been effected.

G. DE CHAUX, AUX.
Agents.

Hongkong, 3d July, 1897. [1564]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"MARCUS DACQUEMUM,"
having arrived, Consignees of cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company.
Limitation of liability in 7 days.

No claim will be admitted after the Goods
have left the Godowns, and all claims
must be sent in to the Undersigned before
NOON on the 10th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
12th instant will be subject to rent.

Bills of Lading will be countersigned by
SANDERS & CO., Agents.

Hongkong, 5th July, 1897. [1565]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, GLASGOW, LIVERPOOL,
AND SINGAPORE.

THE Company's Steamship

"CHIN WOO,"
having arrived from the above ports, Con-
signees of cargo are hereby informed that
their goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Kowloon, whence
delivery may be obtained.

No claim will be admitted after the Goods
have left the Godowns, and all claims
must be sent in to the Undersigned before
NOON on the 10th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
12th instant will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & CO., Agents.

Hongkong, 5th July, 1897. [1566]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"JAPAN."

FROM ANGLO- LONDON AND
STRaits.

Consignees of cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods have been delivered.

The vessel leaves on Carrefour, 1st July.

From Italy as a. S. S. Sulfer.

Optional goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 11th instant, a
4 P.M., will be subject to rent.

No claim will be admitted after the
goods have been delivered.

All damaged packages must be left in the
Godowns where they will be examined on
Monday, the 12th inst., at 4 P.M.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
12th instant will be subject to rent.

H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1897. [1567]

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND YOKOHAMA.

THE Company's Steamship

"MOYUNE,"
having arrived, Consignees of cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods have
been delivered.

The vessel leaves on Carrefour, 1st July.

For Freight, apply to

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 7th July, 1897. [1568]

NOTICE TO CONSIGNEES.

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SORABAYA.

THE Company's Steamship

"SHANTUNG,"
having arrived, will be discharged as above
TO-DAY, the 10th inst., at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1897. [1569]

"RICKMERS' REGULAR LINE OF
STEAMERS.

Hongkong, 8th July, 1897. [1570]

FOR BREMEN AND HAMBURG.
(Taking cargo at the rate of £10 per
Metric Ton, and DRAKE SEA PORTS.)

THE Company's Steamship

"DEKKER RICKMERS,"
having arrived, will be discharged as above
on MONDAY, the 17th inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 8th July, 1897. [1571]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Speight, will be discharged for the
above ports TO-DAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SAMSON & CO.,
Agents.

Hongkong, 8th July, 1897. [1558]

CHINA NAVIGATION COMPANY,
LTD. LTD.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain G. Rainey, will be discharged TO-DAY,

the 10th inst., at 5 P.M.

The attention of Passengers is directed to the
Supreme Accidents Office, situated by the

Steamer. The Glass Saloon is situated

forward of the Engine Room.

A Refrigerating Chamber ensures the supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is on board, and the
Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by the Com-

pany to Australia are available for
return by the steamer.

A Refrigerating Chamber ensures the supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is on board, and the
Vessel is fitted throughout with Electric Light.

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